



UNITED STATES MARINE CORPS

3D MARINE DIVISION (-) (REIN), FMF
UNIT 35801
FPO AP 96602-5801

DivO 11240.26

G-4/MT

18 Apr 95

DIVISION ORDER 11240.26

From Commanding General
To: Distribution List

Subj MOTOR TRANSPORT READINESS PROGRAM

Ref (a) DivO P4790.3A
(b) Chairman, Joint MARCORBASESJAPAN/III MEF Safety
Council ltr 5100/44 of 29 Mar 94
(c) DivO P11240.16F

1. Purpose. To establish a program to improve and maintain a high state of readiness of the motor transport fleet of vehicles within the 3d Marine Division.

2. Background. Increases in operational commitments and training requirements, coupled with the reduction of force structure without similar reductions in aging equipment, have created an unacceptable tactical vehicle combat essential/non-essential readiness rate in the 3d Marine Division. Experience dictates that in every instance where command interest and influence is applied to preventive and corrective maintenance, equipment readiness dramatically improves. Such command interest, in the form of strict management and control programs, is deemed the only viable solution to the problem of deteriorating motor transport assets.

3. Scope. The instructions contained in this Order are not restrictive, the implementation of additional procedures and innovations which enhance a unit's motor transport readiness posture are encouraged, and should be shared with all other Division motor transport units.

4 Action

a. Regimental and battalion commanders will ensure their S-4 sections closely scrutinize and consolidate transportation requests before authorizing dispatch of vehicles, in an effort to reduce the use of Division motor transport assets.

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b. Commanders will ensure a weekly and monthly transportation planning meeting is performed, with all subordinate unit representatives, to consolidate known transportation requirements for the coming week/month. Planned transportation needs requiring external support will be forwarded to the Division Motor Transport, transportation coordinator.

c. Permanent class "B" assignments of garrison mobile equipment (GME) will be limited to those units that exhibit minimum use figures of four hours of road use a day, emergency use requirements, or essential priority use, which cannot be logically consolidated with other transportation assets to reduce frequency of use. GME class "B" assignments will be designated by the Division Motor Transport Officer.

d. Tactical vehicles will be dispatched only upon the approval of the Regimental/Battalion S-4. Use of tactical vehicles for administrative runs will be limited to those emergency requirements which cannot be filled by class "B" or class "C" GME.

e. All requests for motor transport support will be performed by electronic mail, fax, or the transportation coordinator's automated information for movements system (TC AIMS) to reduce the need for hard copy transportation. Electronic correspondence must become the rule, not the exception, to fill Division correspondence requirements. This policy should significantly reduce unnecessary wear on all Division tactical and commercial vehicles.

f. All movement of troops to and from training areas which are within five miles (straight line) of base camps should be performed by foot, when feasible. Commanders will ensure that adequate time is scheduled for such movement.

g. Maximum utilization of inter-camp/intra-camp bus and Base GME taxi services will be used to fill personnel administrative transportation requirements. Door-to-door, at your convenience transportation is a luxury the Marine Corps can no longer afford. Regimental and Battalion S-4s will widely disseminate and promote the use of bus schedules. Unit S-4s will consider scheduled bus services for the transportation of personnel for administrative purposes first. Appointments, meetings, conferences, classes, etc., will be scheduled at times which allow the maximum number of attendees to make round trip bus connections. Bus service is the primary means of

transportation for personnel traveling to and from on-island temporary additional duty. Personnel in uniform have priority over personnel in civilian attire, who are presumed to be in a liberty status.

h. The most effective way to maintain vehicle readiness is through operator, first echelon preventive maintenance on a frequent, regular basis. Commanders should consider a morning/afternoon motor transport maintenance stand down, on a weekly basis, to conduct motor stables. Sufficient organizational maintenance personnel must be made available during each motor stable to supervise operator maintenance and to verify and record higher echelon maintenance requirements. Vehicle maintenance will be reflected on weekly training schedules.

i. Weekly first echelon maintenance stand downs will serve to identify higher echelon maintenance requirements. Therefore, commanders must ensure adequate time, equipment and personnel are available for the conduct of corrective maintenance. To this end, commanders will conduct a two week motor transport semiannual maintenance stand down to accomplish pending second echelon scheduled and corrective maintenance. These two weeks will be divided into two one week periods. The first week will be used to identify and verify all required repairs and requisition all required parts. The second week will be scheduled when all/most repair parts have been received. All maintenance, operations, supply, and maintenance management personnel must be actively involved and focused on these concentrated maintenance efforts. Unit operational training will be scheduled around maintenance stand downs. Unit S-4s will coordinate maintenance stand downs with subordinate and higher headquarters operations and logistics sections to include the Division Motor Transport Officer, and request augmentation as required. Semiannual maintenance stand downs will be reflected on command training schedules. Maintenance stand downs or maintenance recovery periods which are required in conjunction with other directives, i.e., post deployment maintenance, may be used to satisfy this requirement.

j. Vehicle corrosion is a major problem within the Division which significantly decreases motor transport readiness. Corrosion must be treated on a weekly basis to decrease the corrosion control burden we create for higher echelon maintenance. Commanders will ensure their units obtain the proper training, equipment and facilities to perform chemical agent resistant coating (CARC) touch-up painting procedures

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per reference (b). Alkaline touch-up painting is authorized only until proper CARC touch-up painting procedures can be accomplished.

k. To provide commanders with the means to effect creditable conservation of personnel and mission essential equipment resources, a minimum of 15 percent of all unit motor transport assets will be inducted into the Combat Ready Storage Program (CRSP), per reference (a).

l. Commanders are encouraged to establish their own administrative deadline (ADL) program for up to 30 percent of their on-hand tactical vehicles. Even though this locally established program does not exempt these vehicles from minimal weekly exercise and preventive maintenance checks, it does substantially reduce the overall care and maintenance requirements of ADL vehicles. At a minimum, ADL vehicles will be turned over (inducted/released) semiannually.

m. To instill pride of ownership in our military vehicle operators, and enhance vehicle maintenance, commanders will assign unit vehicles not on ADL to licensed operators/incidental operators, by name. Commanders are encouraged to assign a primary and alternate driver to ensure continuous vehicle care.

5. All changes to motor transport policy published in reference (c), will be addressed in its next revision.



W. G. FORD
Chief of Staff

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